
APPENDIX C

LOS ANGELES REGION'S SECONDARY AIRPORTS

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Appendix C

LOS ANGELES REGION'S SECONDARY AIRPORTS

The following sections discuss the existing conditions and published plans for each of the secondary airports in the Los Angeles region. **Figure 1.3-1**, located in Section 1.3 of this document depicts the following facilities in their geographic location.

C.1 ONTARIO INTERNATIONAL AIRPORT

Ontario International Airport, owned by the City of Los Angeles and operated by LAWA, is located approximately 35 miles east of downtown Los Angeles. About one-third of the airport's 1,463 acres is available for future expansion. The airport is well located within the regional ground transportation system, lying between the I-10 Freeway on the north and the SR-60 Pomona Freeway on the south; it is also accessible via a well-developed system of arterial and local roadways. Ontario International Airport has two parallel runways, both of which are capable of accommodating large jet aircraft, but are too closely spaced to permit independent aircraft arrivals. The airport has two 265,000 square foot passenger terminals with 26 contact gates available. Space is available for terminal development between and adjacent to the existing terminals.

Ontario's air service has grown over the past 15 years as development in the region has expanded into the eastern end of the Los Angeles region, known as the Inland Empire, and air travel demand in the area has correspondingly increased. Ontario International served 6.8 MAP in 2000. Scheduled passenger service remains predominantly short-haul (68.7 percent) in 2002, but medium-haul now represents 27.6 percent and long-haul 3.7 percent. Ontario is the only secondary airport to offer international non-stop air service. Ontario offers service to two Mexican cities: Guadalajara and Hermosillo.

An update of the master plan for Ontario International Airport is currently underway. The Ontario Master Plan will recommend the improvements needed to address the projected demand. The local community supports the airport's growth and Ontario has the potential to capture a much larger share of total regional demand. The regionally unconstrained and regionally constrained scenarios in Phase I of the administrative draft of the Ontario Master Plan are identical. O&D traffic at Ontario is forecast to increase significantly between 2010 and 2015, when other regional airports would no longer be able to accommodate growth. The preliminary regionally constrained forecast developed for the administrative draft of the

Ontario Master Plan projects passenger demand to reach 9.9 MAP in 2010, 17.6 MAP in 2015, and 25.4 MAP in 2020. This represents an increase of approximately 5.6 MAP over the regionally unconstrained scenario.

Even if Ontario captures a larger share of the local Los Angeles region O&D demand, it is likely that significant passenger activity would still be lost to airports outside of the Los Angeles region if the capacity of other regional airports is not expanded. Some connecting passengers would likely be routed through other domestic hubs and international gateways in other cities.

C.2 JOHN WAYNE AIRPORT-ORANGE COUNTY

About 28 percent of the region's 2015 domestic O&D demand (23.8 MAP) will be located within John Wayne Airport-Orange County's 60-minute access zone, but only 5.6 MAP in its catchment area. The airport served 7.8 MAP in 2000. The airport has only one relatively short air carrier runway (and a general aviation runway), limited facilities, significant environmental constraints, and severe policy restrictions. A court order issued in 1985 restricts passenger activity to 8.4 MAP until 2005, and a recent voter initiative requires a two-thirds vote of the electorate to expand the airport. In 2002, all of the parties to the original settlement agreement decided to amend the agreement to allow passenger activity at John Wayne Airport to grow up to 10.8 MAP through 2015. Based on these factors, the airport is expected to continue to provide service primarily to short-haul markets (59.6 percent in 2002) with limited service to major medium- and long-haul markets (32.6 percent and 7.8 percent in 2002, respectively).

C.3 BURBANK-GLENDALE-PASADENA AIRPORT

Burbank's catchment area is the second largest in the region, with 17.7 percent of domestic O&D demand (14.9 MAP in 2015), and approximately 24 million domestic air travelers projected to originate their trips within the 60-minute access zone in 2015. However, the Southern California Association of Governments' (SCAG) 1998 forecast shows Burbank with an activity level of only 9.2 MAP in 2020. SCAG's Draft 2004 RTP update increases this allocation of demand to 10.8 MAP by 2030. Both of these forecasts took into account the physical constraints of the airport's infrastructure and the policy constraints of the governing body that owns the airport. Accordingly, the airport has environmental, physical, and policy constraints that will severely limit its ability to fully serve the demand potential of its market area. Scheduled passenger service remains almost

exclusively short-haul (68.7 percent) and medium-haul (17.0 percent) in 2002, with only 1.3 percent of scheduled departures destined for a long-haul market (Honolulu).

C.4 LONG BEACH AIRPORT

The Long Beach Airport is owned and operated by the City of Long Beach. Approximately 43 percent of the region's domestic O&D market is projected to fall within Long Beach's 60-minute access zone by 2015, making it the airport most accessible to the greatest number of the region's O&D passengers after LAX. However, the catchment area for Long Beach overlaps the 60-minute access zones for LAX and John Wayne Airport, both of which have more extensive existing airline service. Long Beach's potential to attract additional passenger activity is further constrained by the current City of Long Beach policy limiting air carrier flights to 41 per day. With new service by jetBlue Airways and renewed interest from American Airlines, the airport is currently operating close to its policy limit of air carrier departures. Scheduled air carrier departures for April 2004 range from 30 (weekend days) to 32 (weekdays). The City is currently conducting a noise study for the purpose of determining whether supplemental slots (exceeding the 41 air carrier slot limit) will be allocated. The airport's schedule service in 2002 was split fairly evenly among short-haul (25.0 percent), medium-haul (32.6 percent), and long-haul (42.4 percent) destinations. The policy limit allows an additional 25 daily commercial departures by smaller commuter aircraft, but an average of only 3.9 daily flights are scheduled for April 2004.

C.5 PALM SPRINGS INTERNATIONAL AIRPORT

This airport is located 105 miles from Los Angeles in Riverside County, at the edge of the Los Angeles region, and is a resort destination--not an alternative arrival location for Los Angeles. Palm Springs' scheduled air service is limited to commuter aircraft (89.3 percent) and only 3.6 percent of departures bound for destinations east of the Pacific and Mountain Time zones. Palm Springs served 1.3 MAP in 2000.

C.6 AIRPORTS IN VENTURA COUNTY (OXNARD AIRPORT AND NAVAL AIR STATION [NAS] POINT MUGU)

These airports are located approximately 65 miles from downtown Los Angeles. Oxnard's catchment area in 2015 is forecast to contain 3.9 MAP. As the area's population and employment increase over the next 20 years, Oxnard has the potential for expanded air service. The

airport consists of a single short runway with limited terminal, parking, and ground access facilities. Increased air service at Oxnard will depend primarily on local demand and the willingness of airlines to establish service to other markets.¹ About 80,000 passengers used the airport in 2000.

Nearby NAS Point Mugu has more extensive airfield facilities with greater potential capacity. Point Mugu's air carrier-length runways could accommodate commercial service by jet aircraft under a joint use agreement, although terminal and ground access facilities would need to be developed to facilitate commercial air service. While feasibility studies have been conducted, NAS Point Mugu has not been designated for closure or realignment pursuant to the Defense Base Closure Act of 1990, and this facility is presently not available for civilian use.

C.7 PALMDALE REGIONAL AIRPORT

Palmdale Regional Airport is located on leased land of the Air Force at the Palmdale Production/Test Installation Air Force Plant No. 42, a military installation. This facility is separate and apart from the adjacent 17,000 acres purchased by the City of Los Angeles in the 1960s for future airport development. Civilian use of the Plant 42 airfield is permitted under a joint use agreement with the Air Force. The airfield includes two air carrier-length runways. The terminal facilities on the Plant 42 property consist of one 9,000 square foot terminal with two aircraft parking positions. The airport is approximately 61 miles from the Los Angeles Central Business District with access from State Route 24 (no direct freeway access is provided).

Palmdale's remote location and limited local passenger market have made it difficult for airlines to maintain air service at the airport despite past subsidies by LAWA. In the past, Palmdale has had commuter operations to LAX and other western hubs. About 19,000 passengers used the airport in 1997. In early 1998, the sole airline providing service at Palmdale ceased operations. Currently, Palmdale has no scheduled air service; however, an airline has shown interest in serving the airport and new service is expected to start up in 2004.

LAWA is actively planning to make this airport into a viable supplemental airport in the region. The development of a master

¹ In addition, the airport sponsor has no plans to improve airport facilities, thus limited the airport's potential to provide direct service to most markets.

plan for Palmdale is underway. The master plan and associated environmental impact report are expected to be completed in 2005. The master plan study is in the process of identifying facility needs and conceptual plans for the development of the airport on Plant 42 or LAWA's own property.

C.8 SECONDARY AIRPORT AIR SERVICE COMPARISON

The following **Tables C-1** through **C-17**, compare and contrast the scheduled air service available from each of the secondary airports in August 2002. The tables show comparisons by a variety of measurable metrics, airline, fleet mix, and destination hub size to name a few. These airports have very limited air service and destinations, predominately western U.S. cities in the Pacific and Mountain Time zones.

C.9 O&D DEMAND TO TOP DOMESTIC MARKETS

Table C-18, C-19, and C-20, present O&D demand to the top domestic markets and the scheduled service from each of the regional airports.

C.10 IMMIGRATION AND NATURALIZATION SERVICE (INS) INTERNATIONAL PASSENGER DATA

Tables C-21, C-22, and C-23, present international passenger data, collected by the INS, to show passenger destinations from U.S. Gateway airports.

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Table C-1
Los Angeles Region Air Service by Airport
Domestic Non-Stop Markets Comparison
Average Departure Operations by Air Carrier - August 2002

Carrier	John Wayne (SNA)		Ontario (ONT)		Burbank (BUR)		Long Beach (LGB)		Oxnard (OXR)		Palm Springs (PSP)	
	Ops	Distribution	Ops	Distribution	Ops	Distribution	Ops	Distribution	Ops	Distribution	Ops	Distribution
A100	6.7	5.0%	-	-	-	-	-	-	-	-	6.5	23.1%
A296	7.6	5.7%	9.3	8.6%	-	-	-	-	4.9	1.0	12.7	45.2%
AA	20.8	15.5%	8.0	7.4%	3.8	5.1%	7.8	42.4%	-	-	1.0	3.6%
AQ	3.0	2.2%	-	-	2.0	2.7%	-	-	-	-	-	-
AS	16.0	11.9%	7.9	7.3%	6.9	9.2%	-	-	-	-	2.0	7.1%
B6	-	-	1.0	0.9%	-	-	6.0	32.6%	-	-	-	-
CO	7.2	5.4%	2.0	1.9%	-	-	-	-	-	-	-	-
DL	8.5	6.3%	6.9	6.4%	-	-	-	-	-	-	-	-
HA	-	-	1.0	0.9%	-	-	-	-	-	-	-	-
HP	13.3	9.9%	6.7	6.2%	3.9	5.2%	2.8	15.2%	-	-	-	-
NW	4.0	3.0%	2.0	1.9%	-	-	-	-	-	-	-	-
OO	1.0	0.7%	0.8	0.7%	-	-	-	-	-	-	-	-
TW	-	-	-	-	-	-	-	-	-	-	-	-
UA	15.1	11.2%	4.0	3.7%	8.8	11.7%	-	-	-	-	-	-
US	2.0	1.5%	-	-	-	-	-	-	-	-	-	-
WN	25.5	19.0%	55.2	51.3%	48.7	65.0%	-	-	-	-	-	-
YV	3.8	2.8%	2.8	2.6%	0.8	1.1%	1.8	9.8%	-	-	5.9	21.0%
Grand Total:	134.5		107.6		74.9		18.4		4.9		28.1	

Table C-2
Los Angeles Region Air Service by Airport
Fleet Mix by Non-Stop Markets Comparison
Average Departure Operations by Airport - August 2002

City	Miles	John Wayne (SNA)		Ontario (ONT)		Burbank (BUR)		Long Beach (LGB)		Oxnard (OXR)		Palm Springs (PSP)	
		Ops	Distribution	Ops	Distribution	Ops	Distribution	Ops	Distribution	Ops	Distribution	Ops	Distribution
ATL	1,940	3.0	2.2%	2.0	1.8%	-	-	-	-	-	-	-	-
BNA	1,791	-	-	1.0	0.9%	-	-	-	-	-	-	-	-
DEN	860	5.5	4.1%	6.8	6.3%	2.0	2.7%	-	-	-	-	-	-
DFW	1,247	7.7	5.7%	8.0	7.4%	3.8	5.1%	4.0	21.7%	-	-	1.0	3.6%
DTW	1,973	1.0	0.7%	-	-	-	-	-	-	-	-	-	-
EWR	2,447	2.5	1.9%	-	-	-	-	-	-	-	-	-	-
GDL	1,298	-	-	0.6	0.6%	-	-	-	-	-	-	-	-
HMO	546	-	-	0.4	0.4%	-	-	-	-	-	-	-	-
HNL	2,551	1.0	0.7%	1.0	0.9%	1.0	1.3%	-	-	-	-	-	-
IAD	2,281	-	-	-	-	-	-	2.0	10.9%	-	-	-	-
IAH	1,375	4.7	3.5%	2.0	1.8%	-	-	-	-	-	-	-	-
JFK	2,467	-	-	1.0	0.9%	-	-	5.8	31.5%	-	-	-	-
LAS	235	8.8	6.5%	11.0	10.1%	12.4	16.6%	-	-	-	-	2.0	7.1%
LAX	46	8.6	6.4%	9.3	8.6%	-	-	-	-	4.9	100.0%	17.2	61.2%
MSP	1,533	3.0	2.2%	2.0	1.8%	-	-	-	-	-	-	-	-
OAK	337	12.7	9.4%	12.0	11.0%	13.4	17.9%	-	-	-	-	-	-
OGG	2,481	1.0	0.7%	-	-	-	-	-	-	-	-	-	-
ORD	1,740	8.7	6.5%	-	-	-	-	2.0	10.9%	-	-	-	-
PDX	834	3.0	2.2%	3.0	2.8%	3.0	4.0%	-	-	-	-	-	-
PHX	367	16.1	12.0%	18.0	16.6%	11.2	15.0%	4.6	25.0%	-	-	5.9	21.0%
PIT	2,143	2.0	1.5%	-	-	-	-	-	-	-	-	-	-
SEA	955	8.3	6.2%	4.9	4.5%	3.9	5.2%	-	-	-	-	-	-
SFO	338	11.6	8.6%	-	-	6.8	9.1%	-	-	-	-	2.0	7.1%
SJC	308	13.9	10.3%	8.1	7.5%	8.2	10.9%	-	-	-	-	-	-
SLC	590	4.6	3.4%	3.7	3.4%	-	-	-	-	-	-	-	-
SMF	375	3.9	2.9%	11.8	10.9%	9.2	12.3%	-	-	-	-	-	-
STL	1,597	2.9	2.2%	2.0	1.8%	-	-	-	-	-	-	-	-
Grand Total:		134.5		108.6		74.9		18.4		4.9		28.1	

Note: Miles based on distance from LAX. Destination of LAX based on distance from ONT.

**Table C-3
Los Angeles Region Air Service by Airport**

**Fleet Mix (by Non-Stop Markets Comparison) by Aircraft Type
Average Departure Operations by Aircraft - August 2002**

<u>Aircraft</u>	<u>John Wayne (SNA)</u>		<u>Ontario (ONT)</u>		<u>Burbank (BUR)</u>		<u>Long Beach (LGB)</u>		<u>Oxnard (OXR)</u>		<u>Palm Springs (PSP)</u>	
	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>
D10	-	-	1.0	0.9%	-	-	-	-	-	-	-	-
757	22.9	17.0%	2.0	1.8%	-	-	1.8	9.8%	-	-	-	-
M90	4.7	3.5%	2.9	2.7%	-	-	-	-	-	-	-	-
320	8.2	6.1%	4.0	3.7%	2.7	3.6%	6.0	32.6%	-	-	-	-
738	9.3	6.9%	-	-	-	-	-	-	-	-	-	-
734	8.2	6.1%	3.1	2.9%	2.0	2.7%	-	-	-	-	2.0	7.1%
M80	1.7	1.3%	14.4	13.3%	8.7	11.6%	6.0	32.6%	-	-	1.0	3.6%
733	9.7	7.2%	47.6	43.8%	32.1	42.9%	-	-	-	-	-	-
73G	26.9	20.0%	7.8	7.2%	9.2	12.3%	-	-	-	-	-	-
319	7.3	5.4%	1.0	0.9%	0.2	0.3%	2.8	15.2%	-	-	-	-
735	16.5	12.3%	9.7	8.9%	19.2	25.6%	-	-	-	-	-	-
73S	-	-	1.8	1.7%	-	-	-	-	-	-	-	-
CRJ	4.8	3.6%	3.6	3.3%	0.8	1.1%	1.8	9.8%	-	-	4.0	14.2%
ERD	6.7	5.0%	-	-	-	-	-	-	-	-	-	-
DH8	-	-	-	-	-	-	-	-	-	-	1.9	6.8%
SF3	-	-	0.4	0.4%	-	-	-	-	-	-	6.5	23.1%
EM2	7.6	5.7%	9.3	8.6%	-	-	-	-	4.9	100.0%	12.7	45.2%
Grand Total:	134.5		108.6		74.9		18.4		4.9		28.1	

Note: Seats are based on an average aircraft.

Table C-4
Los Angeles Region Air Service by Airport
Domestic Non-Stop Markets Comparison
Average Departure Operations by Time Zone - August 2002

Time Zone	John Wayne (SNA)		Ontario (ONT)		Burbank (BUR)		Long Beach (LGB)		Oxnard (OXR)		Palm Springs (PSP)	
	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>
Pacific	70.7	52.6%	60.1	55.9%	56.9	76.0%	-	-	4.9	100%	21.2	75%
Mountain	26.3	19.6%	28.5	26.5%	13.2	17.6%	4.6	25%	-	-	5.9	21%
Central	27.0	20.1%	15.0	13.9%	3.8	5.1%	6.0	33%	-	-	1.0	4%
Eastern	8.5	6.3%	3.0	2.8%	-	-	7.8	42%	-	-	-	-
Hawaii	2.0	1.5%	1.0	0.9%	1.0	1.3%	-	-	-	-	-	-
Grand Total:	134.5		107.6		74.9		18.4		4.9		28.1	

**Table C-5
Los Angeles Region Air Service by Airport**

**Fleet Mix by Airline Comparison
Average Departure Operations by Aircraft Type - August 2002**

Type of Acft	John Wayne (SNA)		Ontario (ONT)		Burbank (BUR)		Long Beach (LGB)		Oxnard (OXR)		Palm Springs (PSP)	
	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>
Commuters	19.1	14.2%	14.3	13.2%	0.8	1.1%	1.8	9.8%	4.9	100.0%	25.1	89.3%
Jets	115.4	85.8%	94.3	86.8%	74.1	98.9%	16.6	90.2%	-	-	3.0	10.7%
Grand Total:	134.5		108.6		74.9		18.4		4.9		28.1	

**Table C-6
Los Angeles Region Air Service by Airport**

**Domestic Non-Stop Markets Comparison
Average Departure Operations by Airline by Airport - August 2002**

Airline	Airport	John Wayne (SNA) Ops	Ontario (ONT) Ops	Burbank (BUR) Ops	Long Beach (LGB) Ops	Oxnard (OXR) Ops	Palm Springs (PSP) Ops
A100	LAX	1.0	-	-	-	-	6.5
	SFO	5.7	-	-	-	-	-
A296	LAS	-	-	-	-	-	2.0
	LAX	7.6	9.3	-	-	4.9	10.7
	SFO	-	-	-	-	-	-
AA	DFW	5.8	6.0	3.8	4.0	-	1.0
	JFK	-	-	-	1.8	-	-
	ORD	4.9	-	-	2.0	-	-
	SEA	-	-	-	-	-	-
	SFO	-	-	-	-	-	-
	SJC	7.2	-	-	-	-	-
	STL	2.9	2.0	-	-	-	-
AQ	HNL	1.0	-	1.0	-	-	-
	LAS	-	-	1.0	-	-	-
	OGG	1.0	-	-	-	-	-
	PHX	1.0	-	-	-	-	-
AS	OAK	4.7	-	-	-	-	-
	PDX	3.0	3.0	3.0	-	-	-
	SEA	8.3	4.9	3.9	-	-	-
	SFO	-	-	-	-	-	2.0
B6	IAD	-	-	-	2.0	-	-
	JFK	-	1.0	-	4.0	-	-
CO	EWR	2.5	-	-	-	-	-
	IAH	4.7	2.0	-	-	-	-
DL	ATL	3.0	2.0	-	-	-	-
	DFW	1.9	2.0	-	-	-	-
	SLC	3.6	2.9	-	-	-	-
HA	HNL	-	1.0	-	-	-	-
HP	LAS	6.8	1.0	-	-	-	-
	PHX	6.5	5.7	3.9	2.8	-	-
	SMF	-	-	-	-	-	-
NW	DTW	1.0	-	-	-	-	-
	MSP	3.0	2.0	-	-	-	-
OO	SLC	1.0	0.8	-	-	-	-
TW	STL	-	-	-	-	-	-
UA	DEN	5.5	4.0	2.0	-	-	-
	ORD	3.8	-	-	-	-	-
	SFO	5.8	-	6.8	-	-	-
US	PIT	2.0	-	-	-	-	-
WN	BNA	-	1.0	-	-	-	-
	LAS	2.0	10.0	11.4	-	-	-
	OAK	8.0	12.0	13.4	-	-	-
	PHX	4.9	12.3	6.5	-	-	-
	SJC	6.7	8.1	8.2	-	-	-
	SMF	3.9	11.8	9.2	-	-	-
YV	DEN	-	2.8	-	-	-	-
	LAS	-	-	-	-	-	-
	PHX	3.8	-	0.8	1.8	-	5.9
Grand Total:		134.5	107.6	74.9	18.4	4.9	28.1

Table C-7
Los Angeles Region Air Service by Airport

Fleet Mix by Airline Comparison
Average Departure Operations by Airline by Aircraft - August 2002

Airline	Aircraft	John Wayne (SNA) Ops	Ontario (ONT) Ops	Burbank (BUR) Ops	Long Beach (LGB) Ops	Oxnard (OXR) Ops	Palm Springs (PSP) Ops
SD	SF3	-	0.4	-	-	-	-
A100	ERD	6.7	-	-	-	-	-
	SF3	-	-	-	-	-	6.5
A296	EM2	7.6	9.3	-	-	4.9	12.7
AA	738	8.5	-	-	-	-	-
	757	10.5	-	-	1.8	-	-
	M80	1.7	8.0	3.8	6.0	-	1.0
AM	M80	-	0.6	-	-	-	-
AQ	73G	3.0	-	2.0	-	-	-
AS	734	8.2	3.1	2.0	-	-	2.0
	73G	7.8	1.0	-	-	-	-
	M80	-	3.8	4.9	-	-	-
B6	320	-	1.0	-	6.0	-	-
CO	73G	4.4	-	-	-	-	-
	735	2.8	-	-	-	-	-
	M80	-	2.0	-	-	-	-
DL	733	-	2.0	-	-	-	-
	738	0.8	-	-	-	-	-
	757	3.0	2.0	-	-	-	-
	72S	-	-	-	-	-	-
	M90	4.7	2.9	-	-	-	-
HA	D10	-	1.0	-	-	-	-
HP	319	0.8	-	0.2	2.8	-	-
	320	2.8	2.0	2.7	-	-	-
	733	9.7	2.9	1.0	-	-	-
	73S	-	1.8	-	-	-	-
	757	-	-	-	-	-	-
NW	319	1.0	1.0	-	-	-	-
	320	3.0	1.0	-	-	-	-
OO	CRJ	1.0	0.8	-	-	-	-
TW	757	-	-	-	-	-	-
	M80	-	-	-	-	-	-
UA	319	3.5	-	-	-	-	-
	320	2.4	-	-	-	-	-
	733	-	2.7	1.0	-	-	-
	735	-	1.3	7.8	-	-	-
	757	9.4	-	-	-	-	-
US	72S	-	-	-	-	-	-
	319	2.0	-	-	-	-	-
WN	757	-	-	-	-	-	-
	733	-	40.0	30.1	-	-	-
YV	735	13.7	8.4	11.4	-	-	-
	73G	11.7	6.8	7.2	-	-	-
	CRJ	3.8	2.8	0.8	1.8	-	4.0
	DH8	-	-	-	-	-	1.9
Grand Total:		134.5	108.6	74.9	18.4	4.9	28.1

Table C-8 (1 of 2)
Los Angeles Region Air Service by Airport

Fleet Mix by Non-Stop Markets Comparison
Average Departure Operations by Airport by Aircraft - August 2002

<u>Airport</u>	<u>Miles</u>	<u>Aircraft</u>	John Wayne <u>(SNA) Ops</u>	Ontario <u>(ONT) Ops</u>	Burbank <u>(BUR) Ops</u>	Long Beach <u>(LGB) Ops</u>	Oxnard <u>(OXR) Ops</u>	Palm Springs <u>(PSP) Ops</u>
ATL	1,940	757	3.0	2.0	-	-	-	-
BNA	1,791	733	-	-	-	-	-	-
		73G	-	1.0	-	-	-	-
DEN	860	319	1.0	-	-	-	-	-
		320	1.5	-	-	-	-	-
		733	-	2.7	-	-	-	-
		735	-	1.3	2.0	-	-	-
		757	3.0	-	-	-	-	-
		72S	-	-	-	-	-	-
		CRJ	-	2.8	-	-	-	-
DFW	1,247	733	-	1.0	-	-	-	-
		757	5.8	-	-	-	-	-
		M80	-	6.0	3.8	4.0	-	1.0
		M90	1.9	1.0	-	-	-	-
DTW	1,973	320	1.0	-	-	-	-	-
EWR	2,447	73G	2.5	-	-	-	-	-
GDL	1,298	M80	-	0.6	-	-	-	-
HMO	546	SF3	-	0.4	-	-	-	-
HNL	2,551	73G	1.0	-	1.0	-	-	-
		D10	-	1.0	-	-	-	-
IAD		320	-	-	-	2.0	-	-
IAH	1,375	735	2.8	-	-	-	-	-
		73G	1.9	-	-	-	-	-
		M80	-	2.0	-	-	-	-
JFK	2,467	320	-	1.0	-	4.0	-	-
		757	-	-	-	1.8	-	-
LAS	235	319	0.8	-	-	-	-	-
		320	1.0	-	-	-	-	-
		733	5.0	8.9	7.5	-	-	-
		735	-	0.9	2.2	-	-	-
		73G	2.0	1.2	2.7	-	-	-
		DH8	-	-	-	-	-	-
		EM2	-	-	-	-	-	2.0
LAX	46	EM2	7.6	9.3	-	-	4.9	10.7
		ERD	1.0	-	-	-	-	-
		SF3	-	-	-	-	-	6.5
MSP	1,533	319	1.0	1.0	-	-	-	-
		320	2.0	1.0	-	-	-	-
OAK	337	733	-	6.8	7.1	-	-	-
		734	3.8	-	-	-	-	-
		735	6.2	1.8	4.5	-	-	-
		73G	2.7	3.4	1.8	-	-	-
OGG	2,481	73G	1.0	-	-	-	-	-
ORD	1,740	319	0.2	-	-	-	-	-
		738	3.8	-	-	-	-	-
		757	4.7	-	-	-	-	-
		M80	-	-	-	2.0	-	-

Note: Miles based on distance from LAX. Destination of LAX based on distance from ONT.

Table C-8 (2 of 2)
Los Angeles Region Air Service by Airport

Fleet Mix by Non-Stop Markets Comparison
Average Departure Operations by Airport by Aircraft - August 2002

<u>Airport</u>	<u>Aircraft</u>	John Wayne (SNA) Ops	Ontario (ONT) Ops	Burbank (BUR) Ops	Long Beach (LGB) Ops	Oxnard (OXR) Ops	Palm Springs (PSP) Ops
PDX	834 734	3.0	1.2	1.0	-	-	-
	73G	-	-	-	-	-	-
	M80	-	1.8	2.0	-	-	-
PHX	367 319	-	-	0.2	2.8	-	-
	320	1.8	2.0	2.7	-	-	-
	733	4.7	11.0	3.8	-	-	-
	735	1.8	2.7	0.8	-	-	-
	757	-	-	-	-	-	-
	73G	4.0	0.5	2.9	-	-	-
	73S	-	1.8	-	-	-	-
	CRJ	3.8	-	0.8	1.8	-	4.0
	DH8	-	-	-	-	-	1.9
PIT	2,143 319	2.0	-	-	-	-	-
	757	-	-	-	-	-	-
SEA	955 734	1.4	1.9	1.0	-	-	-
	738	-	-	-	-	-	-
	73G	6.9	1.0	-	-	-	-
	M80	-	2.0	2.9	-	-	-
SFO	338 319	2.3	-	-	-	-	-
	320	0.9	-	-	-	-	-
	733	-	-	1.0	-	-	-
	734	-	-	-	-	-	2.0
	735	-	-	5.8	-	-	-
	738	-	-	-	-	-	-
	757	2.7	-	-	-	-	-
	EM2	-	-	-	-	-	-
	ERD	5.7	-	-	-	-	-
	M80	-	-	-	-	-	-
SJC	308 733	-	6.4	5.5	-	-	-
	735	5.7	1.7	2.7	-	-	-
	738	4.7	-	-	-	-	-
	757	0.8	-	-	-	-	-
	73G	1.0	-	-	-	-	-
	M80	1.7	-	-	-	-	-
SLC	590 733	-	1.0	-	-	-	-
	738	0.8	-	-	-	-	-
	757	-	-	-	-	-	-
	72S	-	-	-	-	-	-
	CRJ	1.0	0.8	-	-	-	-
	M90	2.8	1.9	-	-	-	-
SMF	375 733	-	9.8	7.2	-	-	-
	735	-	1.3	1.2	-	-	-
	73G	3.9	0.7	0.8	-	-	-
STL	1,597 757	2.9	-	-	-	-	-
	M80	-	2.0	-	-	-	-
Grand Total:		134.5	108.6	74.9	18.4	4.9	28.1

Note: Miles based on distance from LAX. Destination of LAX based on distance from ONT.

**Table C-9
Los Angeles Region Air Service by Airport**

**Domestic Non-Stop Markets Comparison
Average Departure Operations by Time Zone by Airline - August 2002**

<u>Time Zone</u>	<u>Airline</u>	John Wayne (SNA) Ops	Ontario (ONT) Ops	Burbank (BUR) Ops	Long Beach (LGB) Ops	Oxnard (OXR) Ops	Palm Springs (PSP) Ops
Pacific	A100	6.7	-	-	-	-	6.5
	A296	7.6	9.3	-	-	4.9	12.7
	AA	7.2	-	-	-	-	-
	AQ	-	-	1.0	-	-	-
	AS	16.0	7.9	6.9	-	-	2.0
	HP	6.8	1.0	-	-	-	-
	UA	5.8	-	6.8	-	-	-
	WN	20.6	41.9	42.2	-	-	-
	YV	-	-	-	-	-	-
Mountain	AQ	1.0	-	-	-	-	-
	DL	3.6	2.9	-	-	-	-
	HP	6.5	5.7	3.9	2.8	-	-
	OO	1.0	0.8	-	-	-	-
	UA	5.5	4.0	2.0	-	-	-
	WN	4.9	12.3	6.5	-	-	-
	YV	3.8	2.8	0.8	1.8	-	5.9
Central	AA	13.6	8.0	3.8	6.0	-	1.0
	CO	4.7	2.0	-	-	-	-
	DL	1.9	2.0	-	-	-	-
	NW	3.0	2.0	-	-	-	-
	TW	-	-	-	-	-	-
	UA	3.8	-	-	-	-	-
	WN	-	1.0	-	-	-	-
Eastern	AA	-	-	-	1.8	-	-
	B6	-	1.0	-	6.0	-	-
	CO	2.5	-	-	-	-	-
	DL	3.0	2.0	-	-	-	-
	NW	1.0	-	-	-	-	-
	US	2.0	-	-	-	-	-
Hawaii	AQ	2.0	-	1.0	-	-	-
	HA	-	1.0	-	-	-	-
Grand Total:		134.5	107.6	74.9	18.4	4.9	28.1

**Table C-10
Los Angeles Region Air Service by Airport**

**Fleet Mix by Non-Stop Markets Comparison
Average Departure Operations by Time Zone by Aircraft - August 2002**

<u>Time Zone</u>	<u>Aircraft</u>	John Wayne (SNA) Ops	Ontario (ONT) Ops	Burbank (BUR) Ops	Long Beach (LGB) Ops	Oxnard (OXR) Ops	Palm Springs (PSP) Ops
Pacific	319	3.1	-	-	-	-	-
	320	1.9	-	-	-	-	-
	733	5.0	31.9	28.3	-	-	-
	734	8.2	3.1	2.0	-	-	2.0
	735	11.9	5.7	16.4	-	-	-
	738	4.7	-	-	-	-	-
	757	3.5	-	-	-	-	-
	73G	16.5	6.3	5.3	-	-	-
	DH8	-	-	-	-	-	-
	EM2	7.6	9.3	-	-	4.9	12.7
	ERD	6.7	-	-	-	-	-
	M80	1.7	3.8	4.9	-	-	-
	SF3	-	-	-	-	-	6.5
	Mountain	319	1.0	-	0.2	2.8	-
320		3.3	2.0	2.7	-	-	-
733		4.7	14.7	3.8	-	-	-
735		1.8	4.0	2.8	-	-	-
738		0.8	-	-	-	-	-
757		3.0	-	-	-	-	-
72S		-	-	-	-	-	-
73G		4.0	0.5	2.9	-	-	-
73S		-	1.8	-	-	-	-
CRJ		4.8	3.6	0.8	1.8	-	4.0
DH8		-	-	-	-	-	1.9
M90		2.8	1.9	-	-	-	-
Central		319	1.2	1.0	-	-	-
	320	2.0	1.0	-	-	-	-
	733	-	1.0	-	-	-	-
	735	2.8	-	-	-	-	-
	738	3.8	-	-	-	-	-
	757	13.4	-	-	-	-	-
	73G	1.9	1.0	-	-	-	-
	M80	-	10.0	3.8	6.0	-	1.0
	M90	1.9	1.0	-	-	-	-
Eastern	319	2.0	-	-	-	-	-
	320	1.0	1.0	-	6.0	-	-
	757	3.0	2.0	-	1.8	-	-
	73G	2.5	-	-	-	-	-
Hawaii	73G	2.0	-	1.0	-	-	-
	D10	-	1.0	-	-	-	-
Grand Total:		134.5	107.6	74.9	18.4	4.9	28.1

**Table C-11
Los Angeles Region Air Service by Airport**

**Fleet Mix by Non-Stop Markets Comparison
Average Departure Operations by Type of Haul by Aircraft - August 2002**

<u>Type</u>	<u>Aircraft</u>	John Wayne <u>(SNA) Ops</u>	Ontario <u>(ONT) Ops</u>	Burbank <u>(BUR) Ops</u>	Long Beach <u>(LGB) Ops</u>	Oxnard <u>(OXR) Ops</u>	Palm Springs <u>(PSP) Ops</u>
Short Haul	319	3.1	-	0.2	2.8	-	-
	320	3.7	2.0	2.7	-	-	-
	733	9.7	43.9	32.1	-	-	-
	734	3.8	-	-	-	-	2.0
	735	13.7	8.4	17.2	-	-	-
	738	5.5	-	-	-	-	-
	757	3.5	-	-	-	-	-
	73G	13.6	5.8	8.2	-	-	-
	73S	-	1.8	-	-	-	-
	CRJ	4.8	0.8	0.8	1.8	-	4.0
	DH8	-	-	-	-	-	1.9
	EM2	7.6	9.3	-	-	4.9	12.7
	ERD	6.7	-	-	-	-	-
	M80	1.7	-	-	-	-	-
	M90	2.8	1.9	-	-	-	-
	SF3	-	0.4	-	-	-	6.5
Medium Haul	319	2.2	1.0	-	-	-	-
	320	3.5	1.0	-	-	-	-
	733	-	3.7	-	-	-	-
	734	4.4	3.1	2.0	-	-	-
	735	2.8	1.3	2.0	-	-	-
	72S	-	-	-	-	-	-
	738	3.8	-	-	-	-	-
	757	16.4	-	-	-	-	-
	73G	8.8	2.0	-	-	-	-
	CRJ	-	2.8	-	-	-	-
	M80	-	14.4	8.7	6.0	-	1.0
M90	1.9	1.0	-	-	-	-	
Long Haul	319	2.0	-	-	-	-	-
	320	1.0	1.0	-	6.0	-	-
	757	3.0	2.0	-	1.8	-	-
	73G	4.5	-	1.0	-	-	-
	D10	-	1.0	-	-	-	-
Grand Total:		134.5	108.6	74.9	18.4	4.9	28.1

**Table C-12
Los Angeles Region Air Service by Airport**

**Domestic Non-Stop Markets Comparison
Average Departure Operations by Type of Haul by Airline - August 2002**

Type	Airline	John Wayne (SNA) Ops	Ontario (ONT) Ops	Burbank (BUR) Ops	Long Beach (LGB) Ops	Oxnard (OXR) Ops	Palm Springs (PSP) Ops
Short Haul	A100	6.7	-	-	-	-	6.5
	A296	7.6	9.3	-	-	4.9	12.7
	AA	7.2	-	-	-	-	-
	AQ	1.0	-	1.0	-	-	-
	AS	4.7	-	-	-	-	2.0
	DL	3.6	2.9	-	-	-	-
	HP	13.3	6.7	3.9	2.8	-	-
	OO	1.0	0.8	-	-	-	-
	UA	5.8	-	6.8	-	-	-
	WN	25.5	54.2	48.7	-	-	-
	YV	3.8	-	0.8	1.8	-	5.9
Medium Haul	AA	13.6	8.0	3.8	6.0	-	1.0
	AS	11.3	7.9	6.9	-	-	-
	CO	4.7	2.0	-	-	-	-
	DL	1.9	2.0	-	-	-	-
	NW	3.0	2.0	-	-	-	-
	TW	-	-	-	-	-	-
	UA	9.3	4.0	2.0	-	-	-
	WN	-	1.0	-	-	-	-
YV	-	2.8	-	-	-	-	
Long Haul	AA	-	-	-	1.8	-	-
	AQ	2.0	-	1.0	-	-	-
	B6	-	1.0	-	6.0	-	-
	CO	2.5	-	-	-	-	-
	DL	3.0	2.0	-	-	-	-
	HA	-	1.0	-	-	-	-
	NW	1.0	-	-	-	-	-
	US	2.0	-	-	-	-	-
Grand Total:		134.5	107.6	74.9	18.4	4.9	28.1

Table C-13
Los Angeles Region Air Service by Airport
Domestic Non-Stop Markets Comparison
Average Departure Operations by Type of Haul - August 2002

Haul	John Wayne (SNA)		Ontario (ONT)		Burbank (BUR)		Long Beach (LGB)		Oxnard (OXR)		Palm Springs (PSP)	
	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>
Short	80.2	59.6%	73.9	68.7%	61.2	81.7%	4.6	25.0%	4.9	100.0%	27.1	96.4%
Medium	43.8	32.6%	29.7	27.6%	12.7	17.0%	6.0	32.6%	-	-	1.0	3.6%
Long	10.5	7.8%	4.0	3.7%	1.0	1.3%	7.8	42.4%	-	-	-	-
Grand Total:	134.5		107.6		74.9		18.4		4.9		28.1	

**Table C-14
Los Angeles Region Air Service by Airport**

**Fleet Mix by Non-Stop Markets Comparison
Average Departure Operations by Type of Haul by Airport - August 2002**

<u>Type</u>	<u>Airport</u>	John Wayne <u>(SNA) Ops</u>	Ontario <u>(ONT) Ops</u>	Burbank <u>(BUR) Ops</u>	Long Beach <u>(LGB) Ops</u>	Oxnard <u>(OXR) Ops</u>	Palm Springs <u>(PSP) Ops</u>
Short Haul	HMO	-	0.4	-	-	-	-
	LAS	8.8	11.0	12.4	-	-	2.0
	LAX	8.6	9.3	-	-	4.9	17.2
	OAK	12.7	12.0	13.4	-	-	-
	PHX	16.1	18.0	11.2	4.6	-	5.9
	SFO	11.6	-	6.8	-	-	2.0
	SJC	13.9	8.1	8.2	-	-	-
	SLC	4.6	3.7	-	-	-	-
	SMF	3.9	11.8	9.2	-	-	-
Medium Haul	BNA	-	1.0	-	-	-	-
	DEN	5.5	6.8	2.0	-	-	-
	DFW	7.7	8.0	3.8	4.0	-	1.0
	GDL	-	0.6	-	-	-	-
	IAH	4.7	2.0	-	-	-	-
	MSP	3.0	2.0	-	-	-	-
	ORD	8.7	-	-	2.0	-	-
	PDX	3.0	3.0	3.0	-	-	-
	SEA	8.3	4.9	3.9	-	-	-
STL	2.9	2.0	-	-	-	-	
Long Haul	ATL	3.0	2.0	-	-	-	-
	DTW	1.0	-	-	-	-	-
	EWR	2.5	-	-	-	-	-
	HNL	1.0	1.0	1.0	-	-	-
	IAD	-	-	-	2.0	-	-
	JFK	-	1.0	-	5.8	-	-
	OGG	1.0	-	-	-	-	-
	PIT	2.0	-	-	-	-	-
Grand Total:		134.5	108.6	74.9	18.4	4.9	28.1

Table C-15
Los Angeles Region Air Service by Airport
Domestic Non-Stop Markets Comparison
Average Departure Operations by Type of Hub - August 2002

Hub	John Wayne (SNA)		Ontario (ONT)		Burbank (BUR)		Long Beach (LGB)		Oxnard (OXR)		Palm Springs (PSP)	
	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>	<u>Ops</u>	<u>Distribution</u>
Large	100.0	74.3%	71.7	66.6%	41.1	54.9%	18.4	100.0%	4.9	100.0%	28.1	100.0%
Medium	34.5	25.7%	35.9	33.4%	33.8	45.1%	-	-	-	-	-	-
Small	-	-	-	-	-	-	-	-	-	-	-	-
Non Hub	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total:	134.5		107.6		74.9		18.4		4.9		28.1	

Note: Type of hub information based on emplanement data for 2000 provided by FAA DOT/TSC
 CY2000 ACAIS Database and FAA emplanements by hub type.

**Table C-16
Los Angeles Region Air Service by Airport**

**Domestic Non-Stop Markets Comparison
Average Departure Operations by Type of Hub by Airline - August 2002**

<u>Type</u>	<u>Airline</u>	John Wayne <u>(SNA) Ops</u>	Ontario <u>(ONT) Ops</u>	Burbank <u>(BUR) Ops</u>	Long Beach <u>(LGB) Ops</u>	Oxnard <u>(OXR) Ops</u>	Palm Springs <u>(PSP) Ops</u>
Large Hub	A100	6.7	-	-	-	-	6.5
	A296	7.6	9.3	-	-	4.9	12.7
	AA	13.6	8.0	3.8	7.8	-	1.0
	AQ	2.0	-	2.0	-	-	-
	AS	8.3	4.9	3.9	-	-	2.0
	B6	-	1.0	-	6.0	-	-
	CO	7.2	2.0	-	-	-	-
	DL	8.5	6.9	-	-	-	-
	HA	-	1.0	-	-	-	-
	HP	13.3	6.7	3.9	2.8	-	-
	NW	4.0	2.0	-	-	-	-
	OO	1.0	0.8	-	-	-	-
	TW	-	-	-	-	-	-
	UA	15.1	4.0	8.8	-	-	-
	US	2.0	-	-	-	-	-
	WN	6.9	22.3	17.9	-	-	-
YV	3.8	2.8	0.8	1.8	-	5.9	
Medium Hub	AA	7.2	-	-	-	-	-
	AQ	1.0	-	-	-	-	-
	AS	7.7	3.0	3.0	-	-	-
	HP	-	-	-	-	-	-
	WN	18.6	32.9	30.8	-	-	-
Grand Total:		134.5	107.6	74.9	18.4	4.9	28.1

Note: Type of hub information based on emplanement data for 2000 provided by FAA DOT/TSC
CY2000 ACAIS Database and FAA emplanements by hub type.

Table C-17
Los Angeles Region Air Service by Airport

Domestic Non-Stop Markets Comparison
Average Departure Operations by Type of Hub by Airport - August 2002

<u>Type</u>	<u>Airport</u>	John Wayne (SNA) Ops	Ontario (ONT) Ops	Burbank (BUR) Ops	Long Beach (LGB) Ops	Oxnard (OXR) Ops	Palm Springs (PSP) Ops
Large Hub	ATL	3.0	2.0	-	-	-	-
	DEN	5.5	6.8	2.0	-	-	-
	DFW	7.7	8.0	3.8	4.0	-	1.0
	DTW	1.0	-	-	-	-	-
	EWR	2.5	-	-	-	-	-
	HNL	1.0	1.0	1.0	-	-	-
	IAD	-	-	-	2.0	-	-
	IAH	4.7	2.0	-	-	-	-
	JFK	-	1.0	-	5.8	-	-
	LAS	8.8	11.0	12.4	-	-	2.0
	LAX	8.6	9.3	-	-	4.9	17.2
	MSP	3.0	2.0	-	-	-	-
	ORD	8.7	-	-	2.0	-	-
	PHX	16.2	18.0	11.2	4.6	-	5.9
	PIT	2.0	-	-	-	-	-
	SEA	8.3	4.9	3.9	-	-	-
SFO	11.5	-	6.8	-	-	2.0	
SLC	4.6	3.7	-	-	-	-	
STL	2.9	2.0	-	-	-	-	
Medium Hub	BNA	-	1.0	-	-	-	-
	OAK	12.7	12.0	13.4	-	-	-
	OGG	1.0	-	-	-	-	-
	PDX	3.0	3.0	3.0	-	-	-
	SJC	13.9	8.1	8.2	-	-	-
	SMF	3.9	11.8	9.2	-	-	-
Grand Total:		134.5	107.6	74.9	18.4	4.9	28.1

Note: Type of hub information based on enplanement data for 2000 provided by FAA DOT/TSC
CY2000 ACAIS Database and FAA enplanements by hub type.

Table C-18
Air Service to the Region's Top Domestic O&D Markets
CY 1995

Rank	City / Airport Name	Airport Code	Miles	Haul	O&D		Scheduled Departures Percentages							
					Passengers Region Total		LAX	ONT	SNA	BUR	LGB	PSP	OXR	PMD
1	Oakland	OAK	337	S	3,952,010	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
2	Las Vegas	LAS	235	S	3,278,060	87.2%	11.8%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	San Francisco	SFO	338	S	2,985,880	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4	Phoenix	PHX	367	S	2,807,150	51.7%	16.0%	17.1%	9.7%	0.0%	5.4%	0.0%	0.0%	0.0%
5	San Jose	SJC	308	S	2,480,650	46.1%	18.1%	26.3%	5.1%	0.0%	4.4%	0.0%	0.0%	0.0%
6	Sacramento	SMF	375	S	2,198,370	69.8%	0.0%	30.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
7	Seattle	SEA	955	M	1,972,100	93.3%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
8	New York - John F. Kennedy	JFK	2,467	L	1,673,200	99.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
9	Honolulu	HNL	2,551	L	1,365,740	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
10	Chicago O'Hare	ORD	1,740	M	1,319,420	99.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
11	Portland	PDX	834	M	1,197,810	62.9%	11.9%	7.9%	13.9%	0.0%	3.4%	0.0%	0.0%	0.0%
12	Salt Lake City	SLC	590	S	1,188,240	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
13	Denver	DEN	860	M	1,000,830	54.1%	18.4%	27.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
14	Newark	EWR	2,447	L	948,540	41.1%	16.0%	15.7%	27.1%	0.0%	0.0%	0.0%	0.0%	0.0%
15	Dallas/Ft. Worth	DFW	1,247	M	849,070	66.0%	12.5%	17.9%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%
16	Boston	BOS	2,604	L	809,620	63.8%	12.7%	8.4%	12.9%	0.4%	1.8%	0.0%	0.0%	0.0%
17	Reno	RNO	392	S	694,980	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
18	Atlanta	ATL	1,940	L	659,410	44.9%	23.1%	9.3%	10.9%	3.9%	7.9%	0.0%	0.0%	0.0%
19	Tucson	TUS	451	S	576,860	69.6%	17.1%	11.1%	1.9%	0.0%	0.3%	0.0%	0.0%	0.0%
20	Washington, D.C. Dulles	IAD	2,281	L	573,860	66.5%	13.0%	9.2%	8.7%	0.2%	2.4%	0.0%	0.0%	0.0%
21	Albuquerque	ABQ	677	M	535,980	59.7%	14.0%	8.4%	14.2%	0.0%	3.7%	0.0%	0.0%	0.0%
22	Miami	MIA	2,342	L	529,180	45.3%	12.7%	26.5%	14.9%	0.0%	0.5%	0.0%	0.0%	0.0%
23	Philadelphia	PHL	2,395	L	505,770	53.7%	18.4%	14.4%	11.7%	0.0%	1.8%	0.0%	0.0%	0.0%
24	Minneapolis/St. Paul	MSP	1,533	M	493,740	32.9%	23.8%	17.1%	26.2%	0.0%	0.0%	0.0%	0.0%	0.0%
25	Detroit Wayne County	DTW	1,971	L	483,280	85.1%	0.1%	14.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Subtotal of Top 25					35,079,750	58.8%	13.9%	12.6%	11.5%	0.5%	2.7%	0.0%	0.0%	0.0%
All Other					13,686,810	79.7%	3.8%	5.6%	2.1%	0.1%	5.5%	2.3%	0.8%	0.8%
Total All Markets					48,766,560	68.3%	9.3%	9.4%	7.2%	0.3%	4.0%	1.1%	0.4%	0.4%

Notes: Ranked by O&D passengers.
Haul - Short (S) = less than 600 miles
Haul - Medium (M) = 600 to 1800 miles
Haul - Long (L) = more than 1800 miles

Table C-19
Scheduled Seats to the Region's Top Domestic O&D Markets
CY 2000

1995 Rank	City / Airport Name	Airport Code	Miles	Haul	O&D							
					Passengers Region Total	Scheduled Seats Percentages						
					LAX	ONT	SNA	BUR	LGB	PSP	OXR	
1	Oakland	OAK	337	S	3,773,020	47.1%	16.8%	15.6%	20.5%	0.0%	0.0%	0.0%
2	Las Vegas	LAS	235	S	3,354,410	66.1%	10.4%	10.0%	11.9%	0.9%	0.7%	0.0%
3	San Francisco	SFO	338	S	2,740,820	57.1%	7.3%	16.3%	14.7%	0.0%	4.6%	0.0%
4	Phoenix	PHX	367	S	2,551,840	49.9%	21.5%	8.5%	13.0%	5.0%	2.0%	0.1%
5	San Jose	SJC	308	S	2,915,990	50.0%	11.4%	25.2%	12.7%	0.0%	0.7%	0.0%
6	Sacramento	SMF	375	S	2,273,140	37.1%	26.9%	11.4%	24.6%	0.0%	0.0%	0.0%
7	Seattle	SEA	955	M	2,263,430	58.7%	10.0%	20.7%	6.9%	0.0%	3.7%	0.0%
8	New York - John F. Kennedy	JFK	2,467	L	1,803,240	98.3%	1.2%	0.5%	0.0%	0.0%	0.0%	0.0%
9	Honolulu	HNL	2,551	L	1,177,600	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
10	Chicago O'Hare	ORD	1,740	M	1,663,220	69.0%	3.9%	22.3%	0.0%	2.3%	2.5%	0.0%
11	Portland	PDX	834	M	1,284,380	62.7%	12.7%	9.1%	12.8%	0.0%	2.7%	0.0%
12	Salt Lake City	SLC	590	S	1,117,720	65.4%	13.6%	20.4%	0.0%	0.0%	0.6%	0.0%
13	Denver	DEN	860	M	1,174,560	69.0%	9.9%	15.0%	4.7%	0.0%	1.4%	0.0%
14	Newark	EWR	2,447	L	1,289,800	88.6%	0.0%	11.4%	0.0%	0.0%	0.0%	0.0%
15	Dallas/Ft. Worth	DFW	1,247	M	1,117,400	47.3%	14.9%	24.3%	2.8%	6.9%	3.8%	0.0%
16	Boston	BOS	2,604	L	824,520	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17	Reno	RNO	392	S	661,830	87.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%
18	Atlanta	ATL	1,940	L	892,540	72.3%	9.8%	17.9%	0.0%	0.0%	0.0%	0.0%
19	Tucson	TUS	451	S	516,100	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
20	Washington, D.C. Dulles	IAD	2,281	L	694,680	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
21	Albuquerque	ABQ	677	M	445,600	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
22	Miami	MIA	2,342	L	414,410	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
23	Philadelphia	PHL	2,395	L	640,560	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
24	Minneapolis/St. Paul	MSP	1,533	M	705,930	68.1%	11.5%	17.1%	0.0%	0.0%	3.3%	0.0%
25	Detroit Wayne County	DTW	1,971	L	731,980	87.8%	0.0%	12.2%	0.0%	0.0%	0.0%	0.0%
Subtotal of Top 25					37,028,720	65.3%	10.4%	13.4%	8.3%	1.2%	1.5%	0.0%
All Other					16,634,420	93.7%	1.7%	2.6%	0.0%	0.0%	1.6%	0.3%
Total All Markets					53,663,140	75.2%	7.4%	9.6%	5.4%	0.8%	1.5%	0.1%

Notes: Ranked by O&D passengers.
Haul - Short (S) = less than 600 miles
Haul - Medium (M) = 600 to 1800 miles
Haul - Long (L) = more than 1800 miles

Source: Department of Transportation, Data Base Products, 2000 and OAG data for CY 2000.

Prepared by Landrum & Brown, 2003

Table C-20
Scheduled Seats to the Region's Top Domestic O&D Markets
CY 1995

1

Rank	City / Airport Name	Airport Code	Miles	Haul	O&D		Scheduled Seats Percentages							
					Passengers		LAX	ONT	SNA	BUR	LGB	PSP	OXR	PMD
					Region Total									
1	Oakland	OAK	337	S	3,952,010	41.4%	16.2%	15.5%	26.9%	0.0%	0.0%	0.0%	0.0%	
2	Las Vegas	LAS	235	S	3,278,060	64.4%	11.6%	8.7%	14.6%	0.0%	0.7%	0.0%	0.0%	
3	San Francisco	SFO	338	S	2,985,880	59.8%	13.1%	11.3%	13.3%	0.0%	2.5%	0.0%	0.0%	
4	Phoenix	PHX	367	S	2,807,150	48.4%	23.8%	10.5%	11.9%	4.2%	1.2%	0.0%	0.0%	
5	San Jose	SJC	308	S	2,480,650	44.1%	13.4%	26.2%	15.7%	0.0%	0.6%	0.0%	0.0%	
6	Sacramento	SMF	375	S	2,198,370	32.5%	23.8%	17.1%	26.6%	0.0%	0.0%	0.0%	0.0%	
7	Seattle	SEA	955	M	1,972,100	67.0%	12.8%	9.0%	8.6%	0.2%	2.4%	0.0%	0.0%	
8	New York - John F. Kennedy	JFK	2,467	L	1,673,200	99.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
9	Honolulu	HNL	2,551	L	1,365,740	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
10	Chicago O'Hare	ORD	1,740	M	1,319,420	68.3%	9.7%	19.2%	0.0%	0.0%	2.8%	0.0%	0.0%	
11	Portland	PDX	834	M	1,197,810	63.8%	12.8%	8.3%	12.9%	0.4%	1.8%	0.0%	0.0%	
12	Salt Lake City	SLC	590	S	1,188,240	63.3%	15.2%	16.2%	3.9%	0.0%	1.4%	0.0%	0.0%	
13	Denver	DEN	860	M	1,000,830	58.8%	12.7%	16.7%	7.4%	0.0%	4.4%	0.0%	0.0%	
14	Newark	EWR	2,447	L	948,540	93.5%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
15	Dallas/Ft. Worth	DFW	1,247	M	849,070	48.7%	15.4%	28.1%	4.2%	0.0%	3.6%	0.0%	0.0%	
16	Boston	BOS	2,604	L	809,620	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
17	Reno	RNO	392	S	694,980	69.4%	17.2%	11.2%	1.9%	0.0%	0.3%	0.0%	0.0%	
18	Atlanta	ATL	1,940	L	659,410	89.2%	10.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
19	Tucson	TUS	451	S	576,860	93.5%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
20	Washington, D.C. Dulles	IAD	2,281	L	573,860	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
21	Albuquerque	ABQ	677	M	535,980	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
22	Miami	MIA	2,342	L	529,180	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
23	Philadelphia	PHL	2,395	L	505,770	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
24	Minneapolis/St. Paul	MSP	1,533	M	493,740	62.9%	14.5%	22.5%	0.0%	0.0%	0.1%	0.0%	0.0%	
25	Detroit Wayne County	DTW	1,971	L	483,280	77.9%	0.0%	22.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Subtotal of Top 25					35,079,750	63.6%	12.2%	12.4%	10.0%	0.4%	1.2%	0.0%	0.0%	
All Other					13,686,810	91.6%	1.9%	3.4%	0.5%	0.0%	1.8%	0.6%	0.2%	
Total All Markets					48,766,560	72.1%	9.1%	9.7%	7.1%	0.3%	1.4%	0.2%	0.1%	

Notes: Ranked by O&D passengers.
Haul - Short (S) = less than 600 miles
Haul - Medium (M) = 600 to 1800 miles
Haul - Long (L) = more than 1800 miles

Table C-21
International O&D Enplanements for Airports with Greater than One-Half Million International O&D Enplaned Passengers
CY 2000, 1995, and 1990

Rank	Airport	Code	2000		1995		1990	
			Int'l O&D Enp	% Share	Int'l O&D Enp	% Share	Int'l O&D Enp	% Share
1	New York Kennedy	JFK	2,896,834	6.6%	2,545,700	7.9%	2,642,640	9.6%
2	Los Angeles International	LAX	2,779,253	6.3%	2,296,470	7.1%	2,412,200	8.7%
3	Miami International	MIA	2,551,529	5.8%	2,374,340	7.3%	1,924,340	7.0%
4	San Francisco International	SFO	2,247,720	5.1%	1,524,860	4.7%	1,587,600	5.7%
5	Newark International	EWR	2,078,962	4.7%	970,370	3.0%	757,600	2.7%
6	Chicago O'Hare	ORD	1,931,159	4.4%	1,403,640	4.3%	1,129,930	4.1%
7	Boston Logan	BOS	1,537,516	3.5%	1,157,030	3.6%	1,141,550	4.1%
8	New York La Guardia	LGA	1,416,886	3.2%	1,125,790	3.5%	1,126,220	4.1%
9	Atlanta Hartsfield	ATL	1,175,671	2.7%	699,160	2.2%	462,200	1.7%
10	Orlando International	MCO	1,146,412	2.6%	813,880	2.5%	532,180	1.9%
11	Dallas/Ft. Worth International	DFW	1,129,275	2.6%	801,890	2.5%	566,190	2.0%
12	Houston Bush Intercontinental	IAH	979,681	2.2%	575,430	1.8%	475,620	1.7%
13	Las Vegas McCarran	LAS	954,975	2.2%	440,760	1.4%	221,380	0.8%
14	Seattle/Tacoma International	SEA	922,209	2.1%	582,670	1.8%	616,590	2.2%
15	Detroit Wayne County	DTW	879,687	2.0%	583,530	1.8%	479,480	1.7%
16	Philadelphia International	PHL	788,403	1.8%	569,720	1.8%	498,620	1.8%
17	Minneapolis/St. Paul	MSP	745,352	1.7%	502,280	1.6%	373,420	1.4%
18	Washington Dulles	IAD	724,635	1.7%	528,680	1.6%	408,360	1.5%
19	Denver International	DEN	707,935	1.6%	469,780	1.5%	343,050	1.2%
20	Honolulu International	HNL	665,411	1.5%	1,055,810	3.3%	970,050	3.5%
21	San Juan Luis Munoz	SJU	640,028	1.5%	467,130	1.4%	368,100	1.3%
22	Washington Reagan National	DCA	629,562	1.4%	492,870	1.5%	572,780	2.1%
23	Guam International	GUM	595,880	1.4%	688,140	2.1%	373,810	1.4%
Total			30,124,977	68.8%	22,669,930	70.0%	19,983,910	72.3%
US Total			43,796,321	100.0%	32,363,780	100.0%	27,629,350	100.0%

Source: Department of Transportation (DOT), Transborder and International 10% Origin & Destination Survey

Table C-22
INS Enplaned Passengers Traveling from the U.S. to International Destinations
By World Region (excludes Canada)

Gateway City	CY 2000 International Enplanements						Total		
	Region Atlantic	Region % Share	Region Latin	Region % Share	Region Pacific	Region % Share			
New York	8,931,499	34.7%	2,806,348	14.7%	684,223	5.4%	12,422,070	12,422,070	0
Miami	1,340,973	5.2%	6,405,475	33.4%	729	0.0%	7,747,177	7,747,177	0
Los Angeles	1,769,824	6.9%	2,068,717	10.8%	3,788,387	29.9%	7,626,928	7,626,928	0
Chicago	2,626,245	10.2%	710,261	3.7%	625,036	4.9%	3,961,542	3,961,542	0
San Francisco	1,187,901	4.6%	338,251	1.8%	1,741,314	13.8%	3,267,466	3,267,466	0
Atlanta	1,506,172	5.8%	988,874	5.2%	66,572	0.5%	2,561,618	2,561,618	0
Honolulu	1,321	0.0%	222	0.0%	2,542,621	20.1%	2,544,164	2,544,164	0
Houston	536,362	2.1%	1,882,156	9.8%	68,979	0.5%	2,487,497	2,487,497	0
Washington, D.C.	1,662,330	6.5%	90,654	0.5%	128,731	1.0%	1,881,715	1,881,715	0
Dallas/Ft. Worth	475,059	1.8%	1,194,036	6.2%	204,700	1.6%	1,873,795	1,873,795	0
Guam	0	0.0%	301	0.0%	1,458,091	11.5%	1,458,392	1,458,392	0
Boston	1,400,137	5.4%	13,323	0.1%	176	0.0%	1,413,636	1,413,636	0
San Juan	37,690	0.1%	1,005,670	5.3%	0	0.0%	1,043,360	1,043,360	0
Detroit	609,559	2.4%	77,368	0.4%	285,989	2.3%	972,916	972,916	0
Orlando	685,387	2.7%	152,845	0.8%	6	0.0%	838,238	838,238	0
Seattle	263,858	1.0%	329	0.0%	362,635	2.9%	626,822	626,822	0
Philadelphia	559,113	2.2%	56,070	0.3%	27	0.0%	615,210	615,210	0
Minneapolis	382,473	1.5%	5,253	0.0%	177,249	1.4%	564,975	564,975	0
Charlotte	256,897	1.0%	211,983	1.1%	68	0.0%	468,948	468,948	0
Fort Lauderdale	9,891	0.0%	391,564	2.0%	23	0.0%	401,478	401,478	0
Cincinnati	298,859	1.2%	15,086	0.1%	0	0.0%	313,945	313,945	0
Pittsburgh	289,750	1.1%	2,187	0.0%	0	0.0%	291,937	291,937	0
Sanford	240,211	0.9%	5,585	0.0%	318	0.0%	246,114	246,114	0
Anchorage	8,781	0.0%	198	0.0%	240,784	1.9%	249,763	249,763	0
Phoenix	66,311	0.3%	163,528	0.9%	0	0.0%	229,839	229,839	0
Baltimore	126,963	0.5%	57,380	0.3%	0	0.0%	184,343	184,343	0
San Jose	0	0.0%	73,592	0.4%	70,337	0.6%	143,929	143,929	0
Portland	0	0.0%	0	0.0%	139,905	1.1%	139,905	139,905	0
Denver	93,150	0.4%	26,753	0.1%	0	0.0%	119,903	119,903	0
San Antonio	0	0.0%	103,816	0.5%	0	0.0%	103,816	103,816	0
Subtotal	25,366,716	98.5%	18,847,825	98.4%	12,586,900	99.4%	56,801,441	56,801,441	0
US Total	25,750,057		19,151,880		12,657,894		57,559,831	57,559,831	0
% of US Total	98.5%		98.4%		99.4%		98.7%		

Source: INS Records

Table C-23
INS Enplaned Passengers Traveling from the U.S. to International Destinations
By World Region (excludes Canada)

Gateway City	CY 1995 International Enplanements						Total
	Atlantic	Region % Share	Latin	Region % Share	Pacific	Region % Share	
New York	6,783,931	38.0%	2,177,867	14.5%	641,476	6.3%	9,603,274
Miami	1,078,890	6.0%	6,159,236	40.9%	519	0.0%	7,238,645
Los Angeles	1,196,827	6.7%	1,663,549	11.0%	2,788,819	27.5%	5,649,195
Honolulu	707	0.0%	1,306	0.0%	2,588,861	25.5%	2,590,874
San Francisco	707,409	4.0%	280,687	1.9%	1,460,443	14.4%	2,448,539
Chicago	1,610,284	9.0%	409,506	2.7%	288,285	2.8%	2,308,075
Houston	316,652	1.8%	1,005,904	6.7%	0	0.0%	1,322,556
Washington, D.C.	1,143,744	6.4%	68,287	0.5%	45,449	0.4%	1,257,480
Dallas/Ft. Worth	410,913	2.3%	752,233	5.0%	68,659	0.7%	1,231,805
Atlanta	965,091	5.4%	231,692	1.5%	32,527	0.3%	1,229,310
Guam	0	0.0%	278	0.0%	1,147,888	11.3%	1,148,166
San Juan	40,121	0.2%	944,349	6.3%	0	0.0%	984,470
Boston	933,379	5.2%	17,866	0.1%	0	0.0%	951,245
Detroit	459,171	2.6%	118,433	0.8%	309,684	3.1%	887,288
Orlando	697,412	3.9%	141,022	0.9%	0	0.0%	838,434
Seattle	185,500	1.0%	248	0.0%	267,845	2.6%	453,593
Fort Lauderdale	28,801	0.2%	323,764	2.2%	0	0.0%	352,565
Minneapolis	258,741	1.5%	569	0.0%	7,970	0.1%	267,280
Anchorage	5,784	0.0%	2	0.0%	226,880	2.2%	232,666
Baltimore	117,850	0.7%	113,529	0.8%	0	0.0%	231,379
Cincinnati	226,682	1.3%	853	0.0%	0	0.0%	227,535
Charlotte	85,453	0.5%	119,776	0.8%	0	0.0%	205,229
Philadelphia	191,597	1.1%	11,528	0.1%	0	0.0%	203,125
Portland	0	0.0%	0	0.0%	200,946	2.0%	200,946
San Jose	0	0.0%	65,425	0.4%	53,334	0.5%	118,759
Pittsburgh	107,272	0.6%	7,675	0.1%	0	0.0%	114,947
Subtotal	17,552,211	98.4%	14,615,584	97.1%	10,129,585	99.8%	42,297,380
US Total	17,834,497		15,055,849		10,146,562		43,036,908
% of US Total	98.4%		97.1%		99.8%		98.3%

Source: INS Records